

### **Amendments to the Specification**

Please replace paragraph [0072] with the following amended paragraph:

[0072] In Figures 2c and 2d, a car 70 is similar to car 20, except insofar as single bay diagonal braces 74 are used rather than double bay braces. In both of cars 20 and 70, the respective end deck portions are offset upwardly from the lading supporting structure of medial deck portion 29 by a height increment indicated as  $\delta$  (Figure 2a). In the embodiments illustrated in Figures 2a, 2b, 2c and 2d, the step increment corresponds to the height of a nominal 31 1/2 inch bundle of lumber, plus dunnage, (that is, 31 1/2 inches of lumber plus 1 - 1/2 inches of dunnage), totalling 33 inches plus a 5/8 inch tolerance for an actual step height of ~~33 3/8" (+/- A")~~ 33 5/8" (+/- 1/8"). If the bundle of lumber is a lesser height, such as 30 inches, the discrepancy may be made up by additional dunnage.

Please replace paragraph [0077] with the following amended paragraph:

[0077] As seen in Figures 4a and 4b, medial side sill portion 45 has a channel-like profile, having top or upper flange 130, noted above, a bottom or lower flange 132, and a back, or web, 134. However, while top flange 130 and bottom flange 132 lie in parallel horizontal planes, web 134 does not stand perpendicular to them, and does not stand vertically perpendicular. Rather, web 134 is canted upward and outward at an ~~angle  $\alpha$~~  angle  $\beta$  measured from the vertical, such that flange 130 is displaced, or skewed, or stepped, outward relative to flange 132. As seen in Figure 4a, the extent of this outward positioning is such that both upper and lower flanges fall within the envelope of Plate C. A load securing device in the nature of a winch 138 is mounted to the outboard face of web 134 for tightening strapping 136 about the lading 137. The slanted incline of web 134 permits the center of rotation of winch 138 to be drawn inward toward the center line of rail car 20 (or 70), thus tending to permit the medial portion 29 of deck structure 26 to be carried at a lower height than might otherwise be the case.

Please replace paragraph [0080] with the following amended paragraph:

[0080] Knee 47 (or 49 of opposite hand) is located at the transition, or step, between end portion 28 (or 27) and medial deck portion 29. Knee 47 is located at a mid-bay longitudinal station between the longitudinal stations of formed post 152 and post 154 (Figure 2a). As above, the

dropped deck portion of the deck (that is, medial deck portion 29) ends at left and right hand knees, indicated as 47, 49. Other than being of opposite hands, they are of identical construction. The medial portion of the side sills, 45, has been described above. The end portions 43 are formed from deep wide flange beams. As noted above, in the preferred embodiment the depth of the beam is determined at the lower flange by the height required to give adequate clearance over the wheels when the car is fully loaded and cornering, and the upper height limit of the upper flange corresponds to the  $33\frac{5}{8}^* (+/- A")$   $33\frac{5}{8}^* (+/- 1/8")$ . height increment of the layers of bundles at the step in the deck at knees 47 and 49. End portions 43 terminate, at their inboard ends at knees 47 and 49, at a corner, 160, (Figure 49) that is enclosed with an angled end gusset 162 running on the diagonal between the upper and lower flanges of end portion 43.